



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**

**TIME-TABLE**  
**No. 26**

**Effective Sunday**  
**September 15, 1957**  
**At 12:01 A.M. Mountain Time**

**Safety Always**  
**Makes a Suggestion**

**FOR EMPLOYEES ONLY**

*Press of ABBOTT, KERNS & BELL COMPANY, Portland, Oregon, U.S.A.*

**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
 CORRECTED TO APRIL 1, 1957  
 SCALE OF MILES



**D. F. WENGERT**  
General Manager

**J. G. KIMMELL**  
General Superintendent

**C. B. Lisher, Superintendent**.....Pocatello, Ida.  
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.  
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.  
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.  
J. J. Kutzman, Assistant Terminal Superintendent..Pocatello, Ida.  
F. M. Ladd, Trainmaster.....Nampa, Ida.  
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.  
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.  
K. J. Hennessy, Trainmaster.....Pocatello, Ida.  
H. G. Baker, Trainmaster.....Pocatello, Ida.  
A. R. Nelson, Master Mechanic.....Pocatello, Ida.  
V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.  
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.  
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.  
H. H. Donaldson, Road Foreman of Engines.....Pocatello, Ida.  
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.  
L. V. Chausse, Division Engineer.....Pocatello, Ida.  
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.  
H. R. Humphrey, Asst. Supt. of Safety and Courtesy..Pocatello, Ida.  
L. G. Malzahn, Safety and Courtesy Representative..Pocatello, Ida.

**H. E. SHUMWAY**  
General Supt. Transportation

**First, Second and Fourth Subdivisions and Branches**

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.  
R. R. Johnson, Assistant Chief Train Dispatcher....Pocatello, Ida.  
W. P. Helsley, Assistant Chief Train Dispatcher....Pocatello, Ida.  
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
I. G. Perkins, Assistant Chief Train Dispatcher....Pocatello, Ida.

**Third Subdivision and Branches**

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.  
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.  
H. H. Harbaugh, Assistant Chief Train Dispatcher....Nampa, Ida.  
R. Crispino, Assistant Chief Train Dispatcher.....Nampa, Ida.

**Union Pacific Railroad Employees Hospital Association**  
Physicians and Surgeons are located as shown below:

Name	Title	Location	Name	Title	Location
<b>R. E. Merrell</b>	<b>District Surgeon</b>	<b>Pocatello, Ida.</b>	R. H. Wright	Surgeon	Hailey, Ida.
<b>R. K. Gorton</b>	<b>Asst. to District Surgeon</b>	<b>Pocatello, Ida.</b>	Simeon Hopper	Surgeon	Hazelton, Ida.
J. E. Comstock	Physician	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist.	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
Taylor F. Cottle	Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
W. A. Mumford	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist.	Idaho Falls, Ida.
J. P. Merkle	Physician	Pocatello, Ida.	W. C. Small	Surgeon	Jerome, Ida.
C. W. Pond	Oculist and Aurist.	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
Calvin Buhler	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
Eugene V. Simison	Oculist and Aurist.	Pocatello, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Willis A. Melcher	Surgeon	Ashton, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker	Oculist and Aurist.	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat.	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat.	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
W. D. Springer	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Vern H. Anderson	Surgeon	Buhl, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	A. C. Truxal	Surgeon	Rexburg, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
John V. Plett	Oculist and Aurist.	Butte, Mont.	Arthur F. Dalley	Surgeon	Rupert, Ida.
Lester Shupe	Surgeon	Caldwell, Ida.	Otto A. Moellmer	Surgeon	Rupert, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Emory L. Soule	Surgeon	St. Anthony, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
John A. Edwards	Surgeon	Council, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
Bernard P. Strouth	Surgeon	Council, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Richard H. McLaren	Surgeon	Dillon, Mont.	John R. Moritz	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	George B. Saviers	Surgeon	Sun Valley, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	Wallace Bond	Oculist and Aurist.	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	C. J. Kopp	Surgeon	Vale, Ore.
Marion V. Klingler	Surgeon	Gooding, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
			Robert M. Coats	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.

WESTWARD					CONDENSED TIME-TABLE					EASTWARD					
FIRST CLASS					Distance from Granger via Boise	Time-Table No. 26 September 16, 1957	FIRST CLASS								
19 Passenger	105 Streamliner Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger				
Daily	Daily	Daily	Daily	Daily		STATIONS									
	2.05		4.20		0.0	GRANGER					A12.27	A11.30			
	5.45 5.55		9.30 10.20	12.50	213.0	POCATELLO					A 2.50	8.30 8.20	6.15 5.20		
	8.25		1.50	4.15	373.8	GLENN'S FERRY					11.35	5.45	2.00		
	9.40		3.35	6.10	448.4	BOISE					9.50	4.30	12.15		
	11.40		6.30	9.05	550.1	M.T.	HUNTINGTON					M.T.	7.10	2.35	9.40
	10.40		5.40	8.15	649.7	P.T.						P.T.	6.00	1.35	8.30
	1.05		8.35	11.05	723.9	LA GRANDE					3.25	11.10	5.45		
	3.10		11.00	1.20	788.3	PENDLETON					1.05	9.08	3.05		
<b>7.30</b>					837.4	SPOKANE					A 6.30				
<b>9.57</b>					788.3	AYER					4.05				
<b>11.00</b>					765.3	WALLULA					2.55				
A1 1.45	3.55		12.40	2.25	855.4	HINKLE					2.20	12.20	8.30	2.10	
	5.30		3.10	4.35	939.5	THE DALLES					10.15	6.50	11.40		
	A 7.30	9.00	A 5.30	A 7.30	1122.7	PORTLAND					8.00	A 9.15	5.00	9.30	
		A 1.00				SEATTLE						5.00			
											Daily	Daily	Daily	Daily	Daily
(4.15) 43.1	(18.25) 51.0	(4.00) 45.8	(26.10) 35.9	(19.40) 36.9		..... Thru Time .....					(4.10) 44.6	(17.50) 40.7	(4.15) 45.4	(18.27) 50.9	(25.00) 37.6
						..... Average speed per hour .....									

WESTWARD					CONDENSED TIME-TABLE					EASTWARD				
FIRST CLASS					Distance from McCammon	Time-Table No. 26 September 15, 1957	FIRST CLASS							
		35 Passenger	33 Passenger				34 Passenger	36 Passenger						
		Daily	Daily		STATIONS									
				0.0	McCAMMON					A 6.15	A 4.05			
				22.7	POCATELLO					5.45	3.30 3.00			
				73.3	IDAHO FALLS					1.15				
				124.3	ASHTON									
				169.0	VICTOR									
				100.4	WEST YELLOWSTONE									
				285.8	BUTTE					7.30				
										Daily	Daily			
					..... Thru Time .....					(0.30) 45.4	(8.35) 33.3			
					..... Average speed per hour .....									

Heavy figures indicate P.M.  
Light figures indicate A.M.

MILEAGE	
Main Line.....	848.07
Branches.....	1376.68
Grand Total.....	2224.75



WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS				STATIONS
	279	251	277	35	105	33	17	
	Time Freight	Time Freight	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
144 IPWY					2-05PM		4-20AM	
150 P								
150 P								
150 P							s 4-48	
150 P								
150 PTZ					f 2-47		s 5-20	
150 P								
150 P								
150 P								
150 PY								
150 P								
150 P								
150 P							s 6-31	
150 P								
150 P								
150 P								
20 P								
DPTWYZ					s 4-05		7-05 7-15	
P								
150 P							7-29	
150 P								
150 PY							s 7-52	
150 P								
150 P								
150 P							f 8-15	
150 P								
27 P							f 8-39	
CS 150 PY	11-35PM	12-10PM	3-45AM		11-20PM		9-25AM	f 8-54
120 P							f 9-38	f 9-07
DPTWYZ	A12-15AM	A 1-00PM	A 4-45AM		A11-50PM	A 5-45PM	A 9-55AM	A 9-30AM

Time-Table No. 26  
September 15, 1957

STATIONS

DN-R GRANGER YL GN	7.7
MOXA	7.7
NUTRIA	9.1
D OPAL OW	9.1
WATERFALL	6.1
DN KEMMERER YL AV	8.3
FOSSIL	5.0
NUGGET	6.6
ORR	5.2
LEEFE	6.5
BECKWITH	6.1
PIXLEY	6.1
DN COKEVILLE CK	4.7
MARSE	6.3
CHAUSSE	8.4
HARER	5.1
DINGLE	7.0
DN-R MONTEPELIER MX YL	6.3
PESCADERO	5.5
GEORGETOWN	9.3
MANSON	9.9
DN SODA SPRINGS YL SD	5.6
ALEXANDER	4.6
TALMAGE	5.6
D BANCROFT BN	8.5
PEBBLE	7.1
BLASER	2.6
D LAVA HOT SPGS. XY	11.2
DN McCAMMON MC	10.7
D INKOM KO	5.8
PORTNEUF	6.2
DN-R POCATELLO YL H-CA PO	

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

..... Thru Time .....  
..... Average speed per hour .....

(0.40)	(0.50)	(1.00)	(0.30)	(3.40)	(0.30)	(5.10)
34.0	27.2	22.7	45.4	58.3	45.4	41.4

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
For stations not shown on schedule pages.—See page 17.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS				SECOND CLASS		
		36	106	34	18	280	278	270
		Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight
DN-R GRANGER YL GN	0.0		A12-27PM		As 11-30PM			
MOXA	7.7							
NUTRIA	15.4							
D OPAL OW	24.5				f 10-50			
WATERFALL	33.6							
DN KEMMERER YL AV	39.7		f 11-40AM		s 10-30			
FOSSIL	48.0							
NUGGET	53.0							
ORR	59.6							
LEEFE	64.8							
BECKWITH	71.3							
PIXLEY	77.4							
DN COKEVILLE CK	83.5				s 9-25			
MARSE	88.2							
CHAUSSE	94.5							
HARER	102.9							
DINGLE	108.0							
DN-R MONTEPELIER MX YL	115.0		s 10-20		8-40 8-30			
PESCADERO	121.3							
GEORGETOWN	126.8				8-12			
MANSON	136.1							
DN SODA SPRINGS YL SD	146.0				s 7-51			
ALEXANDER	151.6							
TALMAGE	156.2							
D BANCROFT BN	161.8				f 7-26			
PEBBLE	170.3							
BLASER	177.4							
D LAVA HOT SPGS. XY	180.0				f 7-02			
DN McCAMMON MC	191.2	As 4-05AM		As 6-15PM	f 6-45	A12-40AM	A 2-00PM	A 5-50PM
D INKOM KO	201.9				f 6-01			
PORTNEUF	207.7							
DN-R POCATELLO YL H-CA PO	213.9	3-30AM	8-30AM	5-45PM	6-15PM	12-01AM	1-15PM	5-15PM
(213.9)		Daily	Daily	Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

..... Thru Time .....  
..... Average speed per hour .....

(0.35)	(3.57)	(0.30)	(5.15)	(0.39)	(0.45)	(0.35)
38.9	54.2	45.4	40.7	34.9	30.3	38.9

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
For stations not shown on schedule pages.—See page 17.



WESTWARD

SECOND SUBDIVISION

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS					Time-Table No. 26 September 15, 1957		STATIONS	
	125 Time Freight	105 Streamliner Passenger	17 Passenger	49 Mixed	11 Mail and Express	35 Passenger	BLOCK SIGNALS				
							DN-R POCATELLO YL PO				H-CA PO
	Daily Except Sunday and Monday	Daily	Daily	Daily	Daily	Daily					
DPTWYZ	1.45AM	5.55PM	10.20AM	4.00AM	12.50AM	12.20AM					
P						12.25AM					
CS 153 P				f 4.15							
170 P											
145 P			s 10.48	s 4.35	s 1.18						
120 P											
170 P											
119 P				f 4.55							
170 P											
119 P											
125 269 PWY		6.46	s 11.30AM	A 5.20AM	s 1.55						
119 P											
170 P											
119 P											
119 P											
123 P											
119 P											
116 P					s 2.34						
WS 121-115 ES 111-130 PWY		s 7.32	s 12.30PM		s 2.55						
170 P											
117 60 P			7.48	s 12.50	s 3.15						
120 P											
118 120 PY			s 1.03		s 3.28						
CS 120 P WS 99											
CS 142 P		8.14	1.26		s 3.51						
DPTY	A 5.10AM	A s 8.25PM	A 1.40PM		A 4.05AM						
	(3.25) 46.8	(2.30) 64.0	(3.20) 47.9	(1.20) 43.9	(3.15) 49.2	(0.05) 28.8			Thru Time..... Average speed per hour.....		

Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS					SECOND CLASS			
		36 Passenger	106 Streamliner Passenger	18 Passenger	50 Mixed	12 Mail and Express			BLOCK SIGNALS	
									DN-R POCATELLO YL PO	H-CA PO
STATIONS										
	213.9	A 3.00AM	A 8.20AM	A 5.20PM	A 10.30PM	A 2.50AM			A 3.30PM	
	216.3	2.45AM								
	224.3				f 9.47					
	230.1									
	238.5			s 4.41	s 9.30	s 2.15				
	242.3									
	250.1									
	256.0				f 9.10					
	259.8									
	267.3									
	272.4		7.24	s 4.05	8.50PM	s 1.40				
	276.2									
	284.3									
	289.0									
	295.7									
	303.5									
	309.3									
	313.9									
	321.8		s 6.40	s 3.10		s 12.45				
	330.8									
	337.5		6.22	s 2.47		s 12.20				
	344.2									
	350.5					s 12.05AM				
	357.3									
	367.1					f 11.45PM				
	373.8		5.45AM	2.00PM		11.35PM			11.45AM	
	(159.9)								Daily Except Sunday and Monday	
		Daily	Daily	Daily	Daily	Daily			(3.45) 42.6	
		(0.15) 9.6	(2.35) 61.9	(3.20) 47.9	(1.40) 35.1	(3.15) 49.2			Thru Time..... Average speed per hour.....	

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
For stations not shown on schedule pages.—See page 17.

For conditional stops to discharge or pick up revenue passengers.—See page 17.  
For stations not shown on schedule pages.—See page 17.



WESTWARD					THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS			SECOND CLASS			
	257 Time Freight	125 Time Freight	105 Streamliner Passenger	17 Passenger	11 Mail and Express			106 Streamliner Passenger	18 Passenger	12 Mail and Express	126 Time Freight	262 Time Freight		
	Daily	Daily Except Sunday and Monday	Daily	Daily	Daily									
STATIONS														
DPTY	10-15AM	5-20AM	8-25PM	1-50PM	4-15AM	373.8	As 5-45AM	A 1-50PM	A 11-25PM	A 11-30AM	A 11-00PM			
CS 110 P	10-35	5-31	8-35	2-01	4-26	382.7	5-32	1-32	11-07	10-55	10-35			
CS 170 P	11-05	5-48	8-47	2-17	4-39	393.3	5-21	1-20	10-55	10-40	10-15			
71 PY	11-16	6-00	8-56	2-30	4-52	401.8	5-13	1-10	10-45	10-30	10-00			
149 P	11-24	6-06	9-01	2-35	5-06 <sup>106</sup>	407.5	5-06 <sup>11</sup>	1-01	10-35	10-21	9-52			
136 P	11-31	6-12	9-05	2-40	5-11	412.7	5-02	12-56	10-31	10-15	9-45			
122 IP	11-44	6-23	9-13	2-49	5-21	423.0	4-54	12-46	10-22	10-04	9-30			
150 P	11-59AM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9-06			
150 P	12-15PM					446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8-38			
73 P		6-31	9-20	2-57	5-29	B-430.3	4-47	12-37	10-13	9-56				
73 P		6-37	9-25	3-03	5-35	B-435.9	4-42	12-30	10-06	9-50				
59 P		6-43	9-31	3-09	5-41	B-441.7	4-36	12-23	9-59	9-43				
67 PY	VIA KUNA	6-53	9-40 <sup>12</sup>	3-25	5-50	B-448.4	4-30	12-15	9-50 <sup>103</sup>	9-35	VIA KUNA			
P				3-35	6-10	B-450.7		12-10PM	9-35					
31 P						B-451.4								
29 P						B-454.6								
74 P		7-16	9-50	3-46	6-22	B-457.3	4-16	11-57AM	9-17	9-14				
22 P						B-460.7								
DPTYZ	12-30	7-35	10-08	4-05	6-40	456.6	4-05	11-45	9-05	8-00				
55 P	12-36	8-00	10-12	4-20	6-55	460.8	3-54	11-25	8-48	8-12	7-57			
204 P	12-43	8-07 <sup>126</sup>	10-17	4-35	7-08	465.6	3-50	11-20	8-43	8-07 <sup>125</sup>	7-49			
122 P	12-48	8-12	10-20	4-39	7-12	469.2	3-46	11-13	8-35	8-03	7-44			
127 P	12-52	8-16	10-23	4-43	7-17	472.5	3-43	11-10	8-32	7-59	7-39			
160 P	1-03	8-25	10-30	4-56	7-28	480.8	3-36	11-00	8-25	7-50	7-28			
168 PY	1-13	8-35	10-37	5-08	7-38 <sup>126</sup>	488.4	3-28	10-50	8-18	7-38 <sup>11</sup>	7-18			
ES 170 WS 252 PY	1-25	8-47	10-48	5-24	7-56	498.7	3-17	10-35	8-05	7-16	7-01			
150 PY	1-31	8-53	10-54	5-34	8-05	502.5	3-10	10-23	7-52	7-09	6-48			
150 P	1-40	9-01	11-00	5-41	8-13	509.3	3-05	10-16	7-46	7-02	6-38			
178 PY	1-48	9-09	11-08	5-53	8-25	515.9	2-59	10-10	7-40	6-55	6-28			
150 P	2-01	9-21	11-18	6-05 <sup>262</sup>	8-36	525.7	2-50	9-57	7-28	6-43	6-05 <sup>17</sup>			
160 P	2-13	9-48 <sup>18</sup>	11-28	6-15	8-46	534.0	2-42	9-48 <sup>125</sup>	7-19	6-34	5-40			
P						537.1								
DPTWYZ	A 2-30PM	A 10-15AM	As 11-40PM	A 6-30PM	A 9-05AM	538.8	2-35AM	9-40AM	7-10PM	6-25AM	5-30PM			
							Daily	Daily	Daily	Daily Except Sunday and Monday	Daily			
	(4.15) 38.8	(4.55) 35.8	(3.15) 54.3	(4.40) 37.7	(4.50) 36.5	..... Thru Time .....	(3.10) 55.7	(4.10) 42.3	(4.15) 41.5	(5.05) 34.6	(5.30) 30.0			

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class, and except that No. 126 is superior to No. 125 and No. 257.—See Rule 72.  
 Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed.  
 Rules 251 to 264, inclusive, apply between end of Centralized Traffic Control territory Glenna Ferry and end of double track Reverse.  
 For conditional stops to discharge or pick up revenue passengers.—See page 17.  
 For stations not shown on schedule pages.—See page 17.

WESTWARD			FOURTH SUBDIVISION					EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		SECOND CLASS
	251 Time Freight	35 Passenger	36 Passenger	278 Stock Special	278 Stock Special					
	Daily	Daily	Daily	Daily	Daily					
STATIONS										
P						135.1	A 2-45AM			A 7-30AM
P	1-30PM					136.7	2-40			7-12
124 P	1-36					140.4	2-32			7-05
150 PW	1-44					145.7	2-24			6-57
71 P	1-51					151.0	2-15			6-49
ES 66 WS 110 PWY	2-01					158.1	2-05			6-34
72 P	2-10					164.0	1-53			6-19
123 PW	2-18					169.4	1-44			6-09
105 P	2-28					175.5	1-35			5-59
71 P	2-34					179.3	1-27 <sup>35</sup>			5-52
97 P	2-40					183.1	1-18			5-45
DPTWYZ	3-00					184.5	1-15			5-40
							1-05			
51 P	3-20					191.2	12-52			5-08
54 P	3-28					196.6	12-46			4-58
54 P	3-37					202.0	12-40			4-48
49 P	3-55					212.1	12-28			4-28
51 P	4-04					217.5	12-22			4-18
50 P	4-14					223.1	12-16			4-08
51 106 PWY	4-50					234.9	12-03AM			3-43
49 P	5-08					242.9	11-50PM			3-23
57 P	5-20					248.5	11-42			3-07 <sup>35</sup>
150 PW	5-46					258.0	11-24			2-20
1 PY	6-05					264.7	11-14			2-00
60 P	6-22					273.7	10-59			1-40
DPWY	6-50					279.9	10-50			1-20
	7-40						10-40			12-30
47 P	8-00					288.0	10-28			12-08AM
48 P	8-13					294.0	10-19			11-55PM
78 P	8-33					307.0	10-03			11-28
48 P	8-46					312.9	9-51			11-15
64 P	9-00					320.4	9-40			11-00
150 P	9-30 <sup>36</sup>					328.0	9-30 <sup>251</sup>			10-45
36 P	9-55					334.4	9-16			10-28
45 P	10-16 <sup>278</sup>					340.3	9-09			10-16 <sup>251</sup>
47 PY	10-40					348.7	8-53			9-45
61 PW	11-10					358.9	8-38			9-23
37 P	11-30					364.9	8-27			9-06
39 P	11-45					370.1	8-17			8-53
65 P	11-55PM					374.3	8-09			8-42
17 P	12-15AM					380.7	8-00			8-27
50 P	12-26					384.6	7-53			8-15
PWY	A 1-00AM					390.0	7-45PM			8-00PM
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.										
	A 5-00 AM					397.0	7-30 PM			7-35 PM
						(261.9)	Daily			Daily
	(15.30) 18.7	(7.05) 37.0	..... Thru Time .....	(7.15) 36.1	(11.55) 22.0	..... Average speed per hour .....				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.  
 For stations not shown on schedule pages.—See page 17.







WESTWARD				MACKAY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS			
	421	409			410	422						
	Mixed	Mixed			Mixed	Mixed						
66 110 PWY	12.30PM	8.00AM	DN-R	0.0	A	4.35PM	A	6.00PM	17 PY	8.05AM	ORVIN YL	0.0
10		f 8.06	2.1	f 4.28			22	f 8.15	2.3	LINCOLN YL	2.3	
7	f 12.40	f 8.12	4.3	f 4.22	f 5.40		P		3.1	LINCOLN JCT. YL	3.1	
31	f 12.45	f 8.17	5.7	f 4.17	f 5.35		46 P	f 8.27	5.7	IONA	5.7	
P	A 12.50PM	f 8.21	7.1	f 4.13	5.25PM		21 PW	s 9.05	D	RIRIE RK	16.4	
33 PW		f 8.54	20.1	f 3.40			11 P	f 9.18	21.4	BYRNE	21.4	
35 PY		f 9.45	30.7	f 2.50			11 P	f 9.30	26.6	JENSON	26.6	
37 PWY		s 10.35	D	ARCO YL RO	59.1	s 2.00	23 P	f 9.40	28.2	WALKER	28.2	
21 P		f 10.57	66.7	f 1.28			40 P	f 9.52	32.4	PARKINSON	32.4	
10		f 11.15	72.6	f 1.10			11 P	f 9.58	34.3	MOODY	34.3	
5		f 11.30	77.3	f 12.55			12 P	s 10.20	D	NEWDALE NE	38.1	
68 PY		A 11.55AM	D-R	MACKAY YL MY	85.3	12.30PM	P	A 10.40AM		BELT YL	44.4	
			(85.3)		Daily Except Sunday	Daily Except Sunday			(44.4)			
	(0.20)	(3.55)	..... Thru Time.....	(4.05)	(0.35)			(2.35)	..... Thru Time.....			
	21.3	21.7	..... Average speed per hour.....	20.9	12.2			17.2	Average speed per hour			

WESTWARD				ABERDEEN BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS			
	421	422			421	422						
	Mixed	Mixed			Mixed	Mixed						
P	12.50PM	ABERDEEN JCT. YL	0.0	A	5.25PM	60 PW	D-R	UCON	UN	0.0	A	1.40PM
32	f 1.03	ROCKFORD	4.3	f 5.10		22 P		LEWISVILLE		8.8	f 1.10	
17	f 1.08	LIBERTY	5.9	f 5.00		50 P	D	MENAN	MN	10.5	s 1.00	
32 P	f 1.28	PINGREE	10.2	f 4.38		51 PW		PLANO		25.0	f 12.12	
31 P	f 1.48	SPRINGFIELD	16.5	f 4.20		18		EDMONDS		26.7	f 12.05PM	
17 P	f 2.05	STERLING	19.7	f 4.05		11 P		EGIN		29.3	f 11.56AM	
8		FINGAL	20.0			32		HEMAN		31.6	f 11.46	
37 PWY	A 2.40PM	D-R	ABERDEEN YL BN	28.2	3.30PM	19 P		PARKER		33.5	f 11.40	
			(28.2)		Daily Except Sunday	110 PWY	D-R	ST. ANTHONY YL SH		38.7	11.15AM	
	(1.50)	..... Thru Time.....	(1.55)					(38.7)			Daily Except Sunday	
	15.4	..... Average speed per hour.....	14.7						(2.25)			
									16.0			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See page 17.

WESTWARD				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS		
	475	439			49	50			440	476			
	Time Freight	Freight			Mixed	Mixed			Freight	Time Freight			
101 269 PWY	11.45PM	12.20PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A	8.40PM		A 11.00AM	A 10.30PM
73 P	12.01AM	12.35		f 5.43		ACEQUIA		8.2	f	8.28		10.35	10.05
94 DPWY	12.16	12.50		s 6.10	DN	RUPERT YL	MS	13.5	s	8.20		10.20	9.50
13						AMALGA		17.3					
32 P	12.27	1.01		s 6.18		HEYBURN		19.6	f	8.07		10.05	9.35
59 63 PWY	12.40	1.15		s 6.35	DN	BURLEY YL	BU	21.7	s	8.03		10.00	9.30
76 P	1.02	1.37		f 6.42		STARRH'S FERRY		25.8	f	7.55		9.45	9.15
58 P	1.15	1.50		f 6.54		MILNER		33.5	f	7.44		9.30	9.00
16 P				f 6.57		PARSONS		35.5	f	7.41			
71 P	1.30	2.05		s 7.07	D	MURTAUGH	MU	41.4	s	7.32		9.15	8.45
53 P	1.40	2.15		7.13		BICKEL		45.1		7.24		9.05	8.35
23						BILLS		49.0					
41 P	1.55	2.30		s 7.20	D	HANSEN	NS	49.7	s	7.17		8.55	8.25
60 P	2.08	2.43		s 7.27	D	KIMBERLY	KY	53.3	s	7.10		8.45	8.15
31 P				7.32		McMILLAN YL		56.4					
DPWYZ	A 3.00AM	A 4.00PM		7.40 7.50	DN-R	TWIN FALLS YL	NA	58.9		7.00 6.45		8.30AM	8.00PM
42				f 7.57		CURRY		63.3	f	6.35			
60 P				s 8.02	D	FILER	FR	65.9	s	6.30			
15				f 8.06		PEAVEY		68.5	f	6.25			
41				f 8.10		CEDAR		71.3	f	6.20			
PY				A 8.20AM	DN-R	BUHL YL	BO	73.8		6.15PM			
						(73.8)			Daily			Daily Except Sunday	Daily Except Sunday
	(3.15)	(3.40)		(2.50)	..... Thru Time.....	(2.25)						(2.30)	(2.30)
	18.1	16.1		26.0	..... Average speed per hour.....	30.5						23.6	23.6

WESTWARD				OAKLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	FIRST CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	475	439			49	50			440	476		
	Time Freight	Freight			Mixed	Mixed			Freight	Time Freight		
59 63 PWY				0.0	DN-R	BURLEY YL	BU	0.0				
28				4.3		BEETVILLE		4.3				
23				5.2		PELLA		5.2				
30				8.3		NORTH KENYON		8.3				
9				9.6		KENYON		9.6				
11				13.5		CHURCHILL		13.5				
23				16.3		TROUT		16.3				
60				17.8		MARION		17.8				
25				19.4		WARR		19.4				
20 Y				21.8	D-R	OAKLEY	OA	21.8				
				(21.8)								

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.



WESTWARD		WELLS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post
	439 Mixed			440 Mixed	
	Daily			Daily	
DPWYZ	8:00PM	DN-R TWIN FALLS YL NA	0.0	A 7:00AM	
31	f 8:22	10.9 BERGER	10.9	f 6:38	
26	s 8:40	8.5 HOLLISTER	19.4	s 6:20	
9	f 8:48	3.8 AMSTERDAM (Spur)	23.2	f 6:12	
21 PWY	s 9:00	5.6 ROGERSON	28.8	s 6:00	
38	f 9:25	9.9 METEOR	38.7	f 5:35	
34	f 9:55	11.4 IDAVADA	50.1	f 5:08	
34 P	f 10:09	6.0 DELAPLAIN	56.1	f 4:53	
34	f 10:19	4.6 SAN JACINTO	60.7	f 4:42	
34 P	s 10:37	8.1 CONTACT	68.8	s 4:25	
33 PW	f 11:00	6.3 HENRY	75.1	f 4:07	
33	f 11:25	11.6 SHORES	86.7	f 3:37	
48 PY	f 11:41	6.9 WILKINS	93.6	f 3:21	
37	f 11:49PM	3.7 HERRELL	97.3	f 3:13	
44 PY	s 12:10AM	5.2 SUMMER CAMP	102.5	s 2:56	
44	f 12:30	6.4 MELANDCO	108.9	f 2:33	
35	f 12:45	7.2 TOWN CREEK	116.1	f 2:18	
PWY	A 1:00AM	7.3 WELLS YL HU	123.4	2:00AM	
		(123.4)		Daily	
	(5.0) Thru Time		(5.0)		
	28.0 Average speed per hour		28.0		

WESTWARD		KETCHUM BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post
	441 Mixed			442 Mixed	
	Monday Wednesday Friday			Monday Wednesday Friday	
WS 121-115 ES 111-130 PWY	6:00AM	DN-R SHOSHONE YL X	0.0	A 12:45PM	
39 PWY	s 6:35	15.3 D RICHFIELD YL FK	15.3	s 12:05PM	
29	f 6:50	6.4 PAGARI	21.7	f 11:45AM	
27	f 7:10	8.0 TIKURA	29.7	f 11:25	
59 PW	s 7:30	7.6 D PICABO XN	37.3	s 11:05	
6	f 7:40	4.5 HAY	41.8	f 10:50	
10	f 7:45	2.5 GANNETT	44.3	f 10:45	
30	s 8:05	7.8 BELLEVUE	52.1	s 10:25	
17 W	s 8:16	5.1 D HAILEY RI	57.2	s 10:05	
22	f 8:22	2.8 BARITE	60.0	f 9:52	
30 W Loop	A 8:45AM	9.4 D-R KETCHUM YL KU	69.4	9:30AM	
		(69.4)		Monday Wednesday Friday	
	(2.45) Thru Time		(3.15)		
	25.2 Average speed per hour		21.4		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See page 17.

WESTWARD		NORTH SIDE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						439 Mixed	440 Mixed
						Daily	Daily
94 DPWY	DN-R	RUPERT YL MS	0.0				
34 P		4.4 MYERS YL	4.4				
36 P	D	1.5 PAUL YL DJ	5.9				
20		2.0 BUDGE	7.9				
54		8.0 SCHODDE	15.9				
21		3.9 McHENRY	19.8				
22	D	4.2 HAZELTON AZ	24.0				
28		2.9 BLACK	26.9				
63 W	D	1.2 EDEN DX	28.1				
54		6.7 PERRINE	34.8				
12		3.5 SUGAR LOAF	38.3				
25		2.3 FALLS CITY	40.6				
10		2.0 BARRYMORE	42.6				
54 WY	DN	5.3 JEROME YL JO	47.9				
54	D	8.8 WENDELL ND	56.7				
17		1.4 KING	58.1				
54		8.1 TUTTLE	66.2				
118 120 PY		7.4 BLISS YL	73.6				
		(73.6)					

WESTWARD		HILL CITY BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						441 Mixed	442 Mixed
						Monday Wednesday Friday	Monday Wednesday Friday
39 PWY	D	RICHFIELD YL FK	0.0				
10		4.5 RAWSON	4.5				
12		4.9 BURMAH	9.4				
42 P		12.1 MAGIC	21.5				
32		9.7 MACON	31.2				
13 P		2.8 BLAINE	34.0				
7		2.8 RANDE	36.8				
17		2.9 SELBY	39.7				
42 PW	D	4.1 FAIRFIELD FD	43.8				
32		7.9 CORRAL	51.7				
50 WY	D-R	6.1 HILL CITY YL HC	57.8				
		(57.8)					

WESTWARD		HOMESTEAD BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
P		BLAKES JCT.	0.0				
4 P		14.0 HOME (Spur)	14.0				
10		1.3 MINERAL (Spur)	15.3				
2		0.9 STILL (Spur)	16.2				
15		10.9 STURGILL (Spur)	27.1				
34 PT		5.8 D-R ROBINETTE YL RQ	32.0				
		(32.9)					

WESTWARD		PAYETTE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
92 PY	6:00AM	DN-R PAYETTE YL AY	0.0	A 2:45PM			
18	f 6:20	3.9 EIFFIE	3.9	f 2:30			
27 P	s 6:30	D FRUITLAND FU	5.1	s 2:25			
9	f 6:40	1.7 BUCKINGHAM	6.8	f 2:06			
30 P	s 7:00	D NEW PLYMOUTH NP	11.1	s 1:55			
11	f 7:27	10.5 LETHA	21.6	f 1:23			
96 PWY	A 7:50AM	D-R EMMETT YL MF	29.7	1:00PM			
		(29.7)		Daily Except Sunday			
	(1.50) Thru Time		(1.45)				
	16.2 Average speed per hour		16.8				

WESTWARD		STODDARD BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
DPYZ		DN-R NAMPA YL AU-Q	0.0				
17		4.4 DEAL	4.4				
44		4.5 BOWMONT	8.9				
28		5.7 MELBA	14.6				
54		2.5 STODDARD	17.1				
		2.9 END OF TRACK	20.0				
		(20.0)					

WESTWARD		HOMEDALE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
168 PY		DN-R NYSSA YL SY	0.0				
19		8.1 OVERSTREET	8.1				
20		2.5 ADRIAN	10.6				
32		6.3 NAPTON	16.9				
62 PW	D	7.5 HOMEDALE YL HR	24.4				
19		6.6 CLAYTONIA	31.0				
19 PY	D-R	2.1 MARSING YL MR	33.1				
		(33.1)					

WESTWARD		WILDER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
204 P		DN-R CALDWELL YL CW	0.0				
40		2.5 SIMPLOT YL	2.5				
21		1.2 WEITZ YL	3.7				
26		1.4 DOLES YL	5.1				
9		1.9 GREENLEAF (Spur)	7.0				
13		2.7 ALLENDALE	9.7				
43		1.8 WILDER YL WR	11.5				
		(11.5)					

WESTWARD		BOISE BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	Mile Post		
						483 Mixed	484 Mixed
						Daily Except Sunday	Daily Except Sunday
P		BOISE JCT.	0.0				
22		1.1 FAIR GROUNDS YL	1.1				
PTWZ		2.1 D-R BOISE FREIGHT YL BE	3.2				
10		1.8 PENITENTIARY SPUR	5.0				
10		1.3 VERNON (Spur)	6.3				
		2.1 BARBER	8.4				
		(8.4)					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See page 17.



**Westward IDAHO NORTHERN BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	
	485 Mixed Daily Except Sunday				486 Mixed	
	DPYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.35PM	
49	f	8.40	FISCHER YL	2.4	2.25	
14	s	9.00	MIDDLETON	9.3	2.10	
15	f	9.20	JENNESS	18.9	1.40	
96	PWY	10.20	D-R EMMETT YL MF	27.0	1.10	
42	f	10.40	PLAZA	31.8	12.55	
43	P	11.20	MONTOUR	41.1	12.20PM	
32	P	11.55AM	D HORSESHOE BEND HB	49.7	11.55AM	
32	f	12.20PM	GARDENA	55.1	11.35	
35	PTW	1.00	BANKS	64.1	11.10	
25	PW	1.50	BIG EDDY	75.4	10.25	
31	PWY	2.25	SMITHS FERRY	83.0	9.55	
15	P	3.00	CABARTON	92.7	9.20	
32	W	3.10	BELVIDERE	95.5	9.11	
32	PY	4.00	D CASCADE YL CD	99.2	9.00	
31	f	4.35	ARLING	111.0	8.00	
33	W	5.00	D DONNELLY FY	119.4	7.35	
14	f	5.15	NORWOOD	124.7	7.22	
32	PWY	5.40PM	D-R McCALL YL NE	132.8	7.00AM	
			(132.8)			Daily Except Sunday
	(9.10)	..... Thru Time .....		(7.35)		
	14.5	..... Average speed per hour .....		17.5		

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957		Mile Post
		STATIONS	
160 P	DN-R	WEISER YL SR	0.0
205 Y		REBECCA	6.0
12		CONCRETE	19.1
48		MIDVALE	31.8
23 P	D	CAMBRIDGE RA	40.5
35 P		GOODRICH	40.8
3	W	MESA	58.6
26		COUNCIL YL CN	60.2
12		HOOVER YL	61.6
59	PWY	D GLENDALE	72.0
7		RUBICON YL	84.1
43		NEW MEADOWS YL	89.7
45	PWY		
		(89.7)	

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 26 September 15, 1957	Mile Post	SECOND CLASS	
	459 Mixed Daily Except Sunday				460 Mixed	
ES 170 P		1.00PM	DN-R ONTARIO YL ON	0.0	A 4.00PM	
WS 252 Y	f	1.15	CAIRO	3.7	3.35	
14	f	1.25	LUSE	6.9	3.25	
38	f	1.35	MALLETT	10.0	3.15	
24	f	1.55	D-R VALE YL VA	15.5	3.00	
134	PY	2.20	HOPE	23.5	2.20	
46	f	2.50	LITTLE VALLEY	34.8	1.50	
52	f	3.15	HARPER	42.0	1.25	
53	P	3.40	NAMORF	51.2	12.55	
50	f	4.07	JONESBORO	62.2	12.28PM	
27	f	4.40	D JUNTURA JN	73.6	11.50AM	
53	PWY	5.25	LONG	88.6	11.10	
50	f	5.50	RIVERSIDE	92.7	10.50	
49	PW	6.15	DUNNEAN	102.8	10.25	
31	f	6.40	VENATOR	110.2	10.05	
30	P	7.00	CIRCLE BAR	117.9	9.45	
30	f	7.30	CIANE	126.6	9.15	
31	PW	8.20	REDESS	143.5	8.32	
23	P	9.00PM	D-R BURNS YL BR	156.8	8.00AM	
WYZ						Daily Except Sunday
			(156.8)			
	(8.00)	..... Thru Time .....		(8.00)		
	19.6	..... Average speed per hour .....		19.6		

**WESTWARD BROGAN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 26 September 15, 1957		Mile Post
		STATIONS	
134	PY	D-R VALE YL VA	0.0
20		LANCASTER (Spur)	11.4
29		JAMIESON	17.3
31	PY	BROGAN YL	23.3
		(23.3)	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See page 17.

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	75 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	21 P	Both	<b>Ketchum Branch</b>			
Pegram.....(1).....	97.7	34 P	Both	Gimlet.....(6).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	<b>Payette Branch</b>			
<b>Second Subdivision</b>				Little Rock.....	18.9	9	Both
Don.....	219.6	{43 PX 72	Both	<b>Stoddard Branch</b>			
Schiller.....	226.5	11 P	Both	Westma.....	11.6	9	East
Sand Bank.....	370.9	42 PX	Both	<b>Idaho Northern Branch</b>			
<b>Third Subdivision</b>				Maddens.....(7).....	6.1	6	Both
Hillcrest.....	B-445.1	14 P	Both	Josephson.....(7).....	12.6	12	Both
Apple Valley.....	485.9	26	Both	Amsco.....	13.6	12	Both
Arcadia.....	491.7	45 P	Both	Bramwell.....(7).....	22.2	5	East
Washoe Spur.....	500.9	32	West	Black Canyon.....(7).....	33.0	5	East
Wood.....	506.2	10	Both	Archabal.....(7).....	127.4	9	Both
Feltham.....	512.7	23	Both	<b>Oregon Eastern Branch</b>			
<b>Fourth Subdivision</b>				Lawen.....(8).....	138.4	3	East
Chubbuck.....	138.2	36	Both	<b>New Meadows Branch</b>			
Mitchell.....	176.9	17	Both	Presley.....	11.7	9	Both
Red Rock.....(2).....	302.8	25	Both	Diamond.....	26.7	4 W	West
Rock.....	314.6	62 P	Both	Tamarack.....	81.9	29	Both
Dalys.....(2).....	316.4	14 P	Both				
Glen.....(2).....	347.8	8	West				
Maiden Rock.....(2).....	366.0	{12 12	Both				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(3).....	22.3	{6 6	East				
Dwight.....(3).....	32.7	None	Both				
Fox Creek.....(3).....	42.3	12	Both				
<b>Mackay Branch</b>							
Aiken.....(4).....	3.8	{10 10	Both				
Rouse.....(4).....	7.6	4	East				
Olsen.....(4).....	16.0	13	East				
Cerro Grande.....(4).....	35.5	None	None				
<b>West Belt Branch</b>							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31 19	Both				
Pyke.....(5).....	35.3	5	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

- (1) Flag stop for No. 17.
- (2) Flag stop for Nos. 35-36.
- (3) Flag stop for Nos. 477-478.
- (4) Flag stop for Nos. 409-410.
- (5) Flag stop for No. 492.
- (6) Flag stop for Nos. 441-442.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.



**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."** —Train with Diesel locomotive and all light-weight roller-bearing passenger equipment.

**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
No. 125 and No. 126, maximum speed.		60	60	On curves.			25
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Between Idaho Falls and Ashton.			20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	On other branch lines.			15
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Battery motor car 01886.		50		With side rods and main rods in place.			25
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
Not protected by continuous block signal system. On branch lines.	50	40	25	On other branch lines.			20
No. 125 and No. 126, within yard limits.		40	40	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	Passing fueling stations— On main lines.	50	40	25
1500 class Diesel road freight locomotives.	50	50	50	On branch lines.		30	15
Diesel freight and road switch locomotives.	65	65	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Over spring switches, where movement is over facing point switches, except at Reverse.	20	20	20
1800 class Diesel yard locomotives in road service.	50	50	50	When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40	Back-up movement.	10	10	10
			35	When using No. 20 turn-outs.	40	40	40
			20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
				On wye tracks.	6	6	6
				Through tunnels, branch lines.		10	10
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
				On branch lines. (Slower speed must be observed where conditions require.)			15

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	75	75	50	<b>Chausse</b> Between M.P. 96.7 and 96.9.	70	60	50	<b>Bancroft</b> Between M.P. 163.6 and 163.9.	70	60	50
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 167.5 and 168.1.	70	60	50
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 14.4 and 14.6.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	<b>Montpelier</b> Between M.P. 115.9 and 116.2.	50	40	25	Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 21.1 and 21.5.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (No. 1 Track)	45	35	20
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40	M.P. 180.0 to 179.0 (No. 2 Track)	50	40	35
Between M.P. 31.3 and 32.3.	50	40	30	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 135.5 and 135.8.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 39.6 and 39.8.	40	35	25	Between M.P. 43.1 and 44.0, watch for rocks.	30	25	25	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 44.0 and 44.7.	70	60	50	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
<b>Nugget</b> Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 141.0 and 141.9.	60	50	40	<b>McCannon</b> Between M.P. 192.0 and 192.6.	60	50	40
Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	Between M.P. 195.0 and 195.4.	60	50	40
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	<b>Soda Springs</b> Over streets and alleys.	30	30	30	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
<b>Cokeville</b> Over streets and alleys.	30	30	30	Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 207.2 and 208.4.	70	60	50
Between M.P. 87.4 and 87.7.	60	50	40	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
Between M.P. 92.9 and 93.1.	60	50	40								



SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	30	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	<b>Glenns Ferry</b>			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Nampa</b>			
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	<b>Parma</b> No. 12, to dispatch mail.		50	
Between M.P. 384.0 and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Mountain Home</b> Over street crossings.	50	50	50	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between M.P. 526.4 and 535.9.	60	50	40
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	30	25
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40	<b>Huntington</b>							
Between M.P. B-429.1 and B-430.0.	60	50	40								

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Maximum speed. Between Pocatello Jet. and Idaho Falls.	70	50	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	Between M.P. 237.8 and 238.0.	40	30	<b>Bond</b> Between M.P. 337.0 and 337.2.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 342.7 and 342.9.	50	40
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.3 and 343.5.	30	20
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 343.5 and 345.8.	35	25
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Between M.P. 347.9 and 348.2.	40	30
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	<b>Navy</b> Between M.P. 351.0 and 354.4.	35	25
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Between M.P. 357.2 and 357.7.	40	30
<b>Helley</b> Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	<b>Melrose</b> Between M.P. 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	<b>Silver Bow</b>		

BRANCHES

<b>Kemmerer Branch</b> Maximum speed.	15	<b>Blazon Branch</b> Maximum speed.	15	<b>Leefe Spur</b> Maximum speed.	15
<b>Cumberland Branch</b> Maximum speed.	15	<b>Grace Branch</b> Maximum speed.	20	<b>Gay Branch</b> Maximum speed.	25
<b>Glencoe Branch</b> Maximum speed.	15	<b>Conda Branch</b> Maximum speed.	15	Between M.P. 3.0 and Gay.	15
<b>Okol Branch</b> Maximum speed.	15				



BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0 Diesel engines.		30	<b>Teton Valley Branch</b> Maximum speed.	35	25	<b>Ketchum</b> Around balloon track.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	<b>Hill City Branch</b> Maximum speed.		25
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Aberdeen Branch</b> Maximum speed.		25	Between M.P. 25.0 and 25.4.	15	15	<b>Boise Branch</b> Between Boise Jet. and Boise Freight		25
<b>Goshen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	First Class Trains, within yard limits.	30	30	<b>Stoddard Branch</b> Maximum speed.		20
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, on west leg of wye.	10	10	Between Stoddard and end of track.		15
Between Gerrit and Big Springs	50	35	Rupert, over streets and alleys.	12	12	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridge 20.10.	25	25	Between Jenness and Bramwell.		20
Rexburg, Sogar City and St. Anthony, over streets and alleys.	20	20	Burley, within city limits.	20	20	Trains handling high cars be- tween Jenness and Bramwell.		12
St. Anthony, over highway crossing, just west of depot.	8	8	Burley, over street crossings.	12	12	Between Plaza and M.P. 63, watch for rocks.		25
Between M.P. 55.4 and 55.7.	20	15	Kimberly, within city limits.	40	40	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	<b>Raft River Branch</b> Maximum speed.		20	M. P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.	20		Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.	12		Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Between M.P. 99.6 and 108.3.		20
Between M.P. 99.9 and 100.8.	20	15	Borley, within city limits.	20		Between M.P. 111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	Burley, over street crossings.	12		Between M.P. 113.0 and 113.3.		20
Truss bridges.		15	<b>Wells Branch</b> Maximum speed.		30	Between M.P. 128.2 and 128.5.		15
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 31.1 and 36.1.	25		McCall, over street crossings.		10
Truss bridges.		15	Between M.P. 45.9 and 53.3.	25		<b>Wilder Branch</b> Maximum speed.		25
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.	25		<b>Homedale Branch</b> Maximum speed.		25
			Between M.P. 91.1 and 91.4.	25		<b>Oregon Eastern Branch</b> Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
			Between Herrell and Melandco.	20		<b>Hope</b> Between M.P. 29.5 and 33.5, watch for rocks.		20
			Wells yard.	15		<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Crane</b> Between M.P. 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	<b>Payette Branch</b> Maximum speed.		25	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Payette Jet., on curve.		10	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	<b>New Meadows Branch</b> Maximum speed.		25	On curves.		15
Bridge 106.14.		15	Engines running backwards.		10			
			Between Weiser and Concrete. Straight track. On curves.		25 20			

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- W—water station;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

Standard clocks are located as shown below:

Blackfoot.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Emmett.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Payette.....	Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Yard Office	Pocatello.....	Yard Telegraph Office
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Switchmen's Register Room,	Pocatello.....	Switchmen's Locker Room
	North End Yard Office	Pocatello.....	Engine Crew Dispatcher's Office
Kemmerer.....	Telegraph Office	Pocatello.....	Passenger Conductors'
Ketchum.....	Telegraph Office	Pocatello.....	Register Room, Passenger Station
Lima.....	Telegraph Office	Rupert.....	Telegraph Office
Marsing.....	Telegraph Office	Shoshone.....	Telegraph Office
McCall.....	Telegraph Office	Silver Bow.....	Telegraph Office
Minidoka.....	Telegraph Office	Twin Falls.....	Telegraph Office
Montpelier.....	Telegraph Office	Twin Falls.....	Freight Office
Nampa.....	Central Yard Switchmen's	Victor.....	Telegraph Office
	Locker Room	Weiser.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Wells.....	Telegraph Office
Nampa.....	Enginemen's Register Room	West Yellowstone.....	Telegraph Office
	at Roundhouse		

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		